

April 16.

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Today's Receipts.

Sch. Quonnapowit, via Boston, 45,000 lbs. fresh fish.
Sch. Mary A. Whalen, via Boston, 25,000 lbs. fresh fish.
Sch. Frances Whalen, via Boston, 25,000 lbs. fresh fish.
Sch. Teazer, via Portland, 12,000 lbs. salt cod.

Vessels Sailed.

Sch. Arthur D. Story, Georges.
Sch. Eglantine, Rips.
Sch. Rob Roy, south seining.
Sch. Rex, south seining.
Sch. Gov. Russell, haddocking.
Sch. Thomas S. Gorton, haddock-ing.
Sch. Fannie Belle Atwood, haddock-ing.
Sch. Rena A. Percy, haddocking.
Sch. Maud F. Silva, haddocking.
Sch. Teresa and Alice, haddocking.
Sch. Ida M. Silva, haddocking.
Sch. Mertis H. Perry, haddocking.
Sch. Edith Silveira, haddocking.
Sch. Flora J. Sears, haddocking.
Sch. Mary E. Sinnett, haddocking.
Sch. Ida S. Brooks, haddocking.
Sch. Belbina P. Domingoes, had-docking.
Sch. Clara G. Silva, haddocking.
Sch. Rose Standish, haddocking.
Sch. Minerva, haddocking.
Sch. Tecumseh, haddocking.
Sch. Hope, haddocking.
Sch. Tartar, south, seining.
Sch. Hortense, haddocking.

Today's Fish Market.

Salt Georges cod, large, \$3.50; me-diums, \$3.00.
Bank halibut, 8 1-2 and 6 cts. per lb. for white and gray.
Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.
Splitting prices for fresh fish, West-ern cod, large, \$1.65; mediums, \$1.40; Eastern cod, large, \$1.55; medium, \$1.30; cusk, \$1.50; for large, \$1.10 for medium and 50c for snappers; had-dock, 60c; hake, 60c.
Trawl bank cod, large, \$3.25; me-dium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.
Shore frozen herring for bait, \$2.00 to \$2.50 per cwt.
Round pollock, 50 cts. per cwt.
Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Harbor Notes.

Sch. Jubilee is on the Rocky Neck railways.
Schs. Onato and James and Esther are on Burnham's railways.
Schs. Actor and Mabel Bryson are on Parkhurst's railways.
Sch. Jennie B. Hodgdon is taking salt from steamer Alicia.

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NOVA SCOTIA WINTER FISHERY

Growing in Importance with Each Succeeding Year.

The winter fishery of Nova Scotia is growing to be of considerable im-portance. In speaking of its prose-cution at Halifax, the Maritime Mer-chant says:

"If you want to visit a place in Halifax where there is always some-thing doing, take a walk down lower Water street to the wharf on the Hal-ifax Cold Storage Co. We went down last week to see Mr. Boutillier. He was not there at the time, but we saw a busy place, and subsequently we learned from Mr. Boutillier that the winter codfishing out of the port of Halifax had been the most successful for many years. The catch was con-siderably larger than usual, but Mr. Boutillier told us that he and other buyers were able to take all there was, and allow the fishermen a good return for their labor and enterprise.

"Asked what fishermen's earnings during the winter fishery would amount to, Mr. Boutillier said that from November to the end of January, they would average about \$50 per month, per man. Of course some did better than this, but \$50 a month he thought would be a fair average. Vessels are now getting fitted out for spring halibut fishing, and Mr. Boutil-lier thinks the number to engage will be quite as large, or larger than last year. We took occasion to inquire how the winter trade in fresh fish with western Canada had succeeded

and were glad to hear that it had done very well. Of course it will soon be over now, save with Montreal and Toronto, as during the warm weather it is impossible to do any-thing with the smaller and more dis-tant places, but next season will see it renewed on a still larger scale.

"It is satisfactory to note good pro-gress is being made. The develop-ment of fresh fish trade within the past few years has created a new source of revenue for a portion at least of our fishing population, who had hitherto been restricted to sum-mer fishing only. The Whitmans of Canso, the Wilsons, of Halifax, along with Boutillier, having spent a lot of energy and time in pushing this ener-gy forward. The Whitmans sold out to the Atlantic Fish Co., and they in turn, have made a vigorous effort to increase the consumption of Nova Scotia fresh fish in Quebec and On-tario.

"All the firms mentioned have had many discouragements, but they are keeping at it, doing well some winters, and not so well others. Slowly and surely, however, the field for trade is expanding, and ultimately, it must be a big one. The Federal government have helped by providing improved transportation at a reasonable cost and our own fishermen have at last concluded that there is something in winter fishing as a paying industry. The outlook, therefore, is probably more hopeful today than it has ever been, and we were glad to hear from Mr. Boutillier that he is so well sat-isfied with his share of what has been done this winter."

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FIRST TRIP OF FRESH

MACKEREL,

Sch. Electric Flash

Landed 14 Barrels at

Fortress Monroe Yester-day.

First Trip Last Year

Was Landed March 30.

"First to sail, first to arrive," is a saying that has held good this spring as far as the southern mackerel fleet is concerned for the sch. Electric Flash, Capt. William Bissert, which left here on the forenoon of March 11, arrived at Fortress Monroe, Va., yester-day afternoon with the first fresh mackerel trip of the season.

A special to the Times announcing the arrival of the craft states that she had 14 barrels of large medium fish, about 1000 fish in count in the lot and that the catch was made 30 miles east of Cape Henry. Capt. Bissert reports that schs. Diana, Arthur James and Mary E. Harty were in company with him when he got the haul.

As soon as the fish were landed at the big shipping place of William Bauch, they were barrelled under the direction of Capt. Charles H. Harty of this port who is there in the inter-est of Wilson & Barry of Fulton Market, New York and shipped to the latter concern by express freight. The consignment should reach Fulton Mar-ket today and the fish are expected to bring a very fancy price.

The catch of the sch. Electric Flash reached Fulton Market this forenoon and the fish sold for 50 cents each.

Capt. Bissert is a hustling com-mander who made a big record last season in the Electric Flash, being close to the high liner of the fleet. He has lots of friends who were glad to hear that he had carried off the first trip honor and this morning the com-mon expression on "Fishermen's Cor-ner" was, "Well, Bissert hit 'em all right, didn't he? Hope he'll keep it up."

Last season the first mackerel fare of the season was landed by sch. A. M. Nicholson, Capt. Solomon Jacobs, at Fortress Monroe, March 30. The fare which was one of the earliest on re-cord comprised 13 barrels of medium fish which were shipped to New York and brought 30 cents each.

The first fare landed at New York last season was 100 barrels of large and medium mackerel, about 7000 fish in count, brought in by sch. Ingomar, Capt. Wallace Parsons, which sold at 40 cents each for large and 23 and 25 cents each for medium.

The arrival of sch. Electric Flash yesterday afternoon fulfils the Times prediction that some one of the sein-ing fleet would be heard from by Mon-day, with a fare.

A Times representative had a chat this morning with Simon Henderson, a well known Gloucester fisherman, who came to New York from Galves-ton on the steamship Denver, and whose comprehensive report of seeing mackerel schools to the southward, was published in the Times of yester-day and Thursday. Mr. Henderson says that from the position where Capt. Bissert is reported getting his fish, his craft must have been one of those that he saw that night, about 24 miles ahead of the main body of the fish, and for that reason he be-lieves, that contrary to the general idea, the fleet are not behind the main body of the mackerel, but are on the heads of them, and that this school, captured by the Electric Flash, was but a few of the forerunners of the big schools to come.

A special to the Times this after-noon, from its Fortress Monroe cor-respondent, reports the arrival there of the blue fisherman Benjamin Lath-am, Capt. Louis Larson, with the first fare of "blues" of the season, 3000 fish in count. Capt. Larson reports seeing large schools of mackerel 20 miles east of Body Island, on the night of April 15.

Last season there was a very dry spell after April 9, not a fare being landed until April 29, when three little trips got to New York and one at Fortress Monroe. Then there was an-other let-up until May 5 and 6, there being 13 fine fares at New York on the latter date. After that the seining fleet did practically nothing out south, so the catch was practically over out there last season at this time.

The following table shows the catch of the southern mackerel fleet, to date, for the past nine seasons:

1909—One arrival, 14 barrels.
1908—Seventeen arrivals, about 1350 barrels.
1907—Twelve arrivals, 1022 barrels.
1906—Twenty-four arrivals, 2021 barrels.
1905—One arrival, 30 barrels.
1904—Nine arrivals, 855 barrels.
1903—Twenty-four arrivals, 324 bar-rels.
1902—Forty-one arrivals, 2972 bar-rels.
1901—Twenty-nine arrivals, 3972 barrels.
1900—Eighteen arrivals, 1610 barrels.
The imports of salt mackerel at Boston to date, of the catch of 1908 are 43,115 barrels, against 24,475 bar-rels to date last year of the catch of 1907.

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Provincetown Fishing Notes.

Sloops Reliance and Dart returned Sunday from the flatfish grounds off Hyannis. Sloop Barbara has finished flatfishing and gone to haul up at Fair-haven, for painting, etc., and will re-main there until the opening of the spring mackerel fishery. Sloop Betsy Ross was to make her last flounder drag Tuesday. She will not come home, probably, until the completion of the mackerel dragging season.

Two hundred barrels of squid were sold to vessels Tuesday from the East-ern cold storage. Only 500 barrels of squid remain to be sold.

Pacific Codfishing Notes.

The codfishing sch. J. D. Spreckles of San Francisco came near destruc-tion recently while outward bound for the northern grounds. She had sailed under a fair breeze and was just at the Heads when the wind failed and the powerful current carried her close to the rocks. The tug Pilot happened to be near and succeeded in getting a line aboard before the vessel went ashore and towed her out to sea.

Sch. Czarina has sailed for Pirate Cove, and will operate in the fishing grounds in the neighborhood of Chor-magin Island, in Behring Sea. The sch. Otillie Ford has been chartered by the Union Fish Company and has just completed her outfit for a cruise in Behring Sea. Both of these schoon-ers are scheduled to return to this next September.

Sch. Stanley will leave San Fran-cisco about April 25 for Pirate Cove with a cargo of supplies, and the barkentine Fremont will depart for the Okhotsk Sea about the middle of the month. This will complete the cod-fishing sailings from this port for the season, as far as can be determined.

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The Maine fish warden has placed the possible value of clam flats under proper development at \$137.30 per acre. It must require some tall figuring to get a basis for that 30 cents.

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TO THE FAR NORTH FOR
 HALIBUT,
 Sch. Admiral Dewey
 Ready for Long Voyage
 in Search of Flitches.
 Will Seek Fare in the
 Region of Cold Weather
 and Icebergs.

Sch. Admiral Dewey, Capt. James Hayes, is all ready for her flitched halibut trip and will probably sail today, being the first of the fleet to get away. Others of the fleet will go next week and some will sail a little later. Eight vessels are booked to comprise this "farthest north squadron" of Gloucester's fishing fleet. They will range over the ground from latitude 50 to 58, their constant and sole company for the next four or five months being great bergs and fields of swift moving ice.

On board the Dewey are enough food and provisions to stock a good sized store, and it is needed, too, for 18 big, strong, healthy men have most robust appetites in those northern latitudes. There was a whole wagon load of butter went on board for one thing. Then there is pretty near to a barrel of flour for each man and over a barrel of beef apiece, to say nothing of the fresh meat to start the trip with, scores of hams and shoulders. There is condensed milk by the crate and pretty handy to 100 bushels of potatoes. Coffee, tea and sugar in bulk, canned goods and vegetables in surprising quantity and, almost as indispensable as flour, close on to half a ton of tobacco, both smoking and chewing. The craft also carries a big supply of water, for not only are all the butts filled to their fullest capacity, but 30 or 40 barrels are also full and stored in the hold, to be broken out when needed.

Capt. Hayes, though a comparatively young man, has had an experience of nearly a quarter of a century in the Arctic waters in this fishery and is a fine navigator. He will carry with him a picked crew of 18 men.

It is Capt. Hayes' intention, after leaving Bacallieu, to follow the Coastline the Entire

Length of Labrador

prospecting for halibut, feeling his way along into the northern waters. His objective is Cape Chidley, which is the southern entrance to Hudson bay, in which locality he has found excellent fishing in past years. If he does not secure a fare at that point he intends to cross Hudson strait to Baffin land, following down the west coast of Greenland, thence to Cape Farewell. Along this vast area of water he expects to secure a good fare. He does not anticipate returning home before September and is in hopes of securing a fare which will remunerate him for the time consumed.

Capt. Hayes, who has seen some of the noble work accomplished by Dr. Wilfred Grenfell on the Labrador coast, speaks in the highest terms of that philanthropist who is doing so much for humanity on that outpost of civilization.

Capt. Hayes says he will also carefully scan the ice floes coming down from the Arctic in order to ascertain whether they contain anything which would give information in regard to Dr. Cook and Lieut. Perry.

So great was the demand for smoked halibut that the result was a large number of vessels engaged some years ago in what is called halibut flitching. At that time, some 25 or more years ago, halibut were found in great abundance on Grand Bank, Western, Sable island, St. Pierre, LaHave and off the coast of Newfoundland, as well as in the shallow waters and along the shore of the gulf and river of St. Lawrence. It was then nothing unusual for a vessel to secure a fare of 100,000 pounds in three days.

The Commencement of the Flitched Halibut Fishery

dates back some 40 years. Some of the largest stocks ever made in the fisheries were made in this business, and prices ruled higher than now. The halibut taken in northern waters have no equal, for it is a well known fact that the farther north fish are taken the firmer meated and more nutritious is the flesh. That caught on the Pacific coast having little fat is

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accounted far inferior to the North Atlantic product, hence the price for the western fish is lower than that from the Arctic regions.

So many vessels were engaged in the flitched halibut business that, together with the large fleet of fresh halibut catches, they so depleted the supply that the old banks became unremunerative, so the fishermen had to seek new fields.

Accordingly in 1869 it was

Determined to Try the Waters of Greenland

and in that year sch. John Atwood, Capt. Pomeroy, was fitted for the voyage. Capt. Avery York, a noted fishing master, was secured as navigator. The start was made from this port the latter part of June, the Davis straits were passed successfully and Cape

Farewell on the Greenland coast was reached. Cautiously Capt. York proceeded along this rugged coast, stopping at the Eskimo settlement of Holstenburg, much to the surprise of the Danish governor and the natives who were privileged to see for the first time the stars and stripes floating from the maintopmast of a fishing vessel. Hardly had the vessel's anchor imbedded itself in the mud of the harbor than she was surrounded by a flotilla of Eskimo "kyaks," a sort of canoe made from seal and porpoise skins large enough to contain one and at the most two persons. Capt. York ascertained from the Danish governor that halibut was extremely plentiful along the coast about 30 miles off shore as far north as Cape Amella in latitude 70.

Assurance was given the plucky American adventurer that if he desired to land anything he could do so, and every facility was afforded him. Halibut were found in abundance, a full fare was secured and the vessel arrived home safely—the financial returns being most gratifying.

The next season, 1871, Capt. John S. McQuin in the fine sch. Caleb Eaton sailed from this port in July on a Greenland voyage. He made a fine passage and voyage and returned safely. He was the only vessel to go that year, as Capt. York and Pomeroy abandoned it. Capt. Jeremiah Hopkins, mate of the Eaton, who still resides in this city, is one of the two men of the crew of the Eaton alive, and from him were obtained many of the facts of this article. He said that after their arrival on the Greenland coast they commenced to fish July 28, the halibut appearing in immense schools chasing the lant bait, and on August 12 their vessel was loaded with 243,000 pounds of flitched halibut. So plentiful was the fish that Capt. Hopkins says

A Halibut Would Fasten on the Hook the Moment His Trawl

struck the water, and as high as 6000 of these fish were taken in one day's fishing.

Capt. McQuin in addition bought a lot of salmon and trout from the natives, which gave him the record breaking stock of \$20,000 in two and one-half months fishing.

The next season several others followed Capt. McQuin to Greenland waters, all making good voyages. Capt. McQuin in 1873 determined to try new waters, so in that year, in the new Boston owned sch. Mambrino Chief, he set out for Iceland, the waters of which locality had never been invaded by a Gloucester vessel. Owing to the unusually stormy weather which prevailed, the voyage was a failure and the Iceland fishery was abandoned. However, some 15 vessels continued to prosecute the fishery along the coast of Greenland for the next 10 years.

Among the regulations of this Danish colony is one which prohibits the giving or selling of salt to the natives. The Gloucester fishermen disregarded this. It was also alleged that liquor was given the natives, and for this and other reasons when the fleet arrived off the Greenland coast in 1884 it was met by a Danish warship, the commander of which notified them that by reason of a treaty between Denmark and the United States Americans had no right to navigate those waters, much less trade with the natives.

Copies of this treaty were circulated, which showed that for any violation of its terms the vessel of the offending foreign parties could be seized and confiscated. The privilege of trading, the edict went on to say, was controlled by the Royal Danish committee. It was permissible for foreign vessels to seek harbor for shelter, but to get to sea as soon as the weather permitted.

Trading or Intercourse With the Natives Was Strictly Prohibited.

the master of a vessel being responsible for the acts of his crew. The circular went on to say that the object of this edict was to protect the native population of the west coast of Greenland from extinction by reason of contagious diseases or from becoming addicted to the use of liquor.

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This caused an abandonment of this very profitable fishery. The fishermen found that the United States government would not tolerate in any way a violation of its treaty with Denmark to protect the aboriginal population of Greenland.

Recourse was had to Iceland waters, and profitable voyages were made there at first, with headquarters at Dyrefjord until the banks along the coast became so depleted that this fishery became unprofitable and the Iceland fishery was abandoned. This caused the decrease within the past 20 years of the once large fleet engaged in this business to about a half dozen sail and an annual average catch in late years of about 800,000 pounds.

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SMALL FLEET AT BOSTON.

Fares Were Small and Sold at Good Prices.

Fifteen market boats and one off shore vessel comprise the fishing fleet at T wharf, Boston, today. Fares were small and prices are high.

Sch. Flora S. Nickerson from off shore has 55,000 pounds of cod and haddock and should get a good stock out of it. Of the market boats sch. Edith Silveira, with 8000 pounds, is high, and from that the fares dwindle down to 500 pounds.

Haddock are bringing from \$2 to \$3.50 and large cod from \$4.50 to \$5, while market cod are \$3 to \$3.50.

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Lunenburg, N. S., Fishing Notes.

Sch. Warren G. Winters (new), Winters, sailed for the banks Wednesday afternoon.

The new sch. Carrie L. Hirtle, Hirtle, sailed for the banks Wednesday morning.

Smith & Rhuland, shipbuilders, expect to launch a new schooner on Saturday. The vessel, after being rigged, will proceed at once to the banks.

John B. Young's schooner Earl V. S., Zinck, sailed Wednesday morning for the Banks.

W. C. Smith & Co.'s schs. Gladys B. Smith, Smith, and Juanita, Selig, left Wednesday afternoon for the banks fishing.

Pacific Cod Fleet.

The Robinson codfish schooners Joseph Russ and Alice of Anacortes, Wash., were hauled into the strait a week ago Monday morning and sailed for their summer fishing grounds in Behring Sea. The vessels were scheduled to leave Saturday, but owing to the adverse wind, waited until Monday morning. A large crowd was along the waterfront to see their friends on the boats off for the five months' stay "north of 53."

Schooner Was Leaking.

Sch. Lucinda I. Lowell of this port, one of the salt bank dory handline fleet, which put into Halifax, N. S., a few days ago, was obliged to make port to repair a leak which developed after the craft was well on her voyage. She was hauled out on the Maine railways there for repairs, which were completed today. She will proceed immediately to the fishing grounds.

Notes to Mariners.

Capt. W. G. Cutler, in charge of the lighthouse district, gives notice that on April 12 Nantucket Bar bell buoy, with black and white perpendicular stripes, was moved and permanently established in 28 feet of water at a point quarter of a mile to the seaward of its former station on the Nantucket harbor range line.

Portland Arrivals.

Sloop Crusader with 3300 pounds of fresh fish, was the only arrival at Portland Thursday.

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No Arrivals Today.

There are no arrivals at this port this morning with fish fares.

Vessels Sailed.

Sch. Walter P. Goulart, haddocking.
Sch. Emily Sears, haddocking.
Sch. Frances Whalen, haddocking.
Sch. Nellie Dixon, south seining.
Sch. E. C. Hussey, Rips.
Sch. Eugenia, Rips.
Sch. Norma, Rips.
Sch. Admiral Dewey, flitched halibuting.
Sch. Fannie A. Smith, flitched halibuting.
Sch. Rebecca, Rips.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.
Bank halibut, 8 1-2 and 6 cts. per lb. for white and gray.
Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.
Splitting prices for fresh fish, Western cod, large, \$1.65; mediums, \$1.40; Eastern cod, large, \$1.55; medium, \$1.30; cusk, \$1.50; for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c.
Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.
Shore frozen herring for bait, \$2.00 to \$2.50 per cwt.
Round pollock, 50 cts. per cwt.
Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

The schooner Winifred, which has been in hard luck with its captains lately, and has been hauled up at Long wharf, Boston, and overhauled and repainted, is being refitted, and will be taken out by Capt. Murray Larkin, formerly of the Massasoit, who will fit the craft for Rips fishing.

The following Lunenburg, N. S., salt bankers sailed for the fishing grounds Saturday: schs. Eva June, Aroostook and Earl V. S.

Sch. Winnifred is at this port from Boston to fit for Rips fishing under command of Capt. Murray Larkin.

Harbor Notes.

Schs. Arthur Binney and Teazer are on the Rocky Neck railways.

Schs. Madonna and Catherine G. Burke are on Burnham's railways.

Schs. Good Luck and Raymah are taking salt from steamer Michail Ontchoukoff.

The lighthouse tenders Myrtle and Mayflower were in port over night.

Sch. S. P. Willard is taking salt from the steamer Alicia.

Boston.

Sch. Minerva, 4000 haddock, 2000 cod.
Sch. Klondike, 2000 cod.
Sch. Rose Standish, 6000 haddock, 1000 cod.
Sch. Mary C. Santos, 3000 haddock.
Sch. Tecumseh, 4000 haddock, 3000 cod.
Sch. Flora S. Nickerson, 35,000 haddock, 20,000 cod.
Sch. Clara G. Silva, 1000 haddock.
Sch. Manomet, 5000 haddock, 1000 cod, 1000 pollock.
Sch. Victor and Ethan, 10,000 haddock, 500 cod.
Sch. Rena A. Perey, 4000 haddock, 1500 cod.
Sch. Edith Silveira, 7000 haddock, 1000 cod.
Sch. Maud F. Silva, 5000 haddock, 500 cod.
Sch. Hobo, 500 cod.
Sch. A. C. Newhall, 600 cod.
Sch. Sylvester, 500 cod.
Sch. Eva Avina, 500 cod.
Haddock, \$2 to 3.50 per cwt.; large cod, \$4.50 to \$5; market cod, \$3 to \$3.50; pollock, \$3.

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Bait.

Stanley of Deer Island, Me., telegraphed here yesterday that he has plenty of good sized herring in his traps at that place.

Fresh herring of fair size are coming to Boston from South Cushing, Me., three miles from Port Clyde, where they are being caught in traps. The herring sell on the fishing grounds at 75 cents a bushel, which would make them cost here in the vicinity of \$4 a barrel. Sand eels are also coming from Cape Cod, and are being bought by the shore vessels for bait. They are scarce, however, and cost about \$8 a barrel, which makes very dear baiting.

There are plenty of alewives at Edgartown. B. C. Collins wires that he has 70,000 on hand in his trap, waiting to bait fishing vessels.

THE DECREASE OF THE SHAD.

Number Being Caught in New England Getting Smaller.

In popular estimation the shad is one of the most delicious of food fishes and this accounts for its annual decline in quantity on the Atlantic coast, although it is increasing on the Pacific. It is in season but a few weeks; it is mercilessly caught during that time, as it is one of our natural resources, highly deserving of conservation, it would seem highly appropriate that all states whose streams the fish enter for spawning purposes should adopt reasonable measures for its protection.

Two years ago the legislature of Connecticut, owing to the diminution of the catch in the river which bears its name, cut down the open season to the period between May 10 and June 20. This year before that body bills providing for a longer season have been urged.

If the shad of northern waters are to be saved from extinction it must be by local means. The Connecticut committee on fisheries and game has asked the United States commissioner of fisheries why the government does not distribute fry in Connecticut water. His reply is that the shad fishery in Delaware bay, Chesapeake bay and Albatraz sound, where the bureau maintains hatcheries has been so extensively carried on by the use of pound nets and other devices in salt and brackish waters that comparatively few fish arrive at their natural spawning grounds, and the bureau is able to save so few eggs that it has been deemed advisable to place such as it secured in local waters. It is dependent upon these hatcheries for the supply of fry with which to stock the rivers of New England and other states of the North.

The discouraging confession is made that until the states having jurisdiction over these waters take uniform action, or, perhaps better still, turn the whole business over to the federal government, the shad hatcheries will continue to decrease. This proposition is put up to the committee. "If you can stop the catch of shad in the Connecticut in salt and brackish waters, and confine the fishing to the fresh water where they naturally spawn, there collecting the eggs of the ripe ones, the maintenance of the fishery will be assured. Otherwise you may look forward to conditions which now exist in the streams farther south." It seems to be a question of self help and self preservation. A dozen years ago 50,000,000 pounds of shad were caught on this coast, but the industry is declining and will in time cease to be profitable under the conditions that now exist.

It does not take much of a memory to recall when shad were plenty in the Merrimac river. In fact, we believe there are still laws in existence which have for their intent the protection of these fish, but they are useless, for there are no shad to protect. The same may be said of salmon, which once frequented the Merrimac, but now are no more in these waters.

A few years ago some shad were liberated in the Parker river, but whether or not they will make that stream their habitation can be known only in the future. Nobody knows now about it. If it was possible to again populate the local waters with this fine food fish it would be a great boon to the fishermen along our shores, for the shad season means much to those who can catch and market this popular fish.

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LAST SEASON'S WORK.

Sealers Forced to Abandon Steamer with 9000 Seal Skins.

With only a short distance separating them from their home port, and a ready market for their catch, the 200 men composing the crew of the sealing steamer Vanguard of St. John's, N. F., were forced to abandon their ship and the results of their month of strenuous work when the steamer's main shaft was broken among the ice fields.

The crew was landed at Catalina Wednesday from the steamer Algerine, which picked the men up after their own craft had sunk. Members of the crew state that 900 seals went down with the steamer, representing their anticipated means of subsistence for the greater part of the coming year.

The Vanguard had been out on the annual seal fishery for more than a month, and was carefully picking her way through the over menacing ice floes when the mishap occurred.

Full details have not yet reached St. John's but it is supposed that when the main shaft broke, the great rod swung around inside the ship, breaking a hole in the steamer's side, which caused her to sink. Had the steamer Algerine not been near, it is possible that many of the crew would have perished.

Just such another accident happened on March 31, 1901, when the crew of the steamer Hope, with 5000 seal-skins aboard, had to leave the ship at Byron Cove.

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LARGE LOBSTER SHIPMENT.

Cargo of Yarmouth Steamer Represented Work of 3000 Men.

The labor of fully 3000 men was required to trap the lobsters filling 1260 crates landed in Boston a few days ago from Yarmouth by the steamship Boston. The shipment was the largest of the year and represented the Nova Scotia season at its height. Thursday, April 15, to be exact, will be mid season day for the fishery in the provinces.

The Boston's cargo was so large that some of it was lashed on the ship's upper deck, there being no room in the holds. Fifty caravans were kept busy for hours transferring the lobsters to wholesalers in Boston, who will place them in submerged cars to wait orders that will dispose of them within three or four days. A commission merchant who accompanied the shipment from Yarmouth said that not more than 300 crates of the lobsters will be consumed in Massachusetts, the remainder being sent to the far west and south, principally to Chicago and St. Louis.

The crustaceans brought by the Boston have averaged about 220 pounds to the crate, and 140 pounds per barrel. The catch was taken in water ranging from 20 to 35 fathoms deep and very cold along the stretch of coast from Digby to Lunenburg, the fishermen receiving 15 cents for the large and 5 cents for the small. Each fisherman has specially marked crates which will be returned to him by the little steamer, 15 or 20 of them, which make collecting trips and land the catches at Yarmouth. Two lobstermen worked in a dory and the recent large catches are explained by the fact that the dories are fast being equipped with gasoline motors which effect a large saving of time over the old-fashioned sails and oars. Most of the fishing is done about the Tusket islands, 365 in number, where the tide rises and falls matter of many feet. The lobstermen are able to work at slack water only and can haul and set about twenty traps during the short period when the tide is not running like a mill race.

In a week or ten days lobsters will be coming to Boston from the entire length of Nova Scotia, spanning the distance between Digby and Straits of Canso, and the Yarmouth boats will be expected to land in Boston anywhere from 500 to 1000 crates three times a week till the close of the season, by law, puts a temporary stop to the industry. The Halifax season has proved a failure, though some lobsters are being shipped from that port.

April 20.

Fishing Facts and Fancies.

The stock of codfish on hand at Newfoundland is being decreased very rapidly, for, naturally enough, low prices in the consuming markets have spread the area of consumption, says the Trade Review. While there is no money in the fish for the exporters at present prices, a feature of the situation which gladdens them is that there will be little or no old stock left over when new goods will be ready. From a pretty close estimate of the fish situation, we are in a position to say that the total holdings will not exceed 180,000 quintals of dried codfish.